

Low Traffic Neighbourhood



Stage 1 Monitoring Report – Initial Adjustments
March 2024

Stage 1 report – Short Summary

Brixton Hill Low Traffic Neighbourhood (LTN) trial is designed to make the neighbourhood safer, healthier and more climate resilient. The Brixton Hill LTN trial launched on 4 September 2023 under an Experimental Traffic Order (ETO).

The LTN trial includes eight traffic filters on local streets which prevent unauthorised vehicles from traveling through the area, creating safer, healthier streets for all. All addresses within the area remain accessible by motor vehicle, although some routes will have changed. Certain vehicles like emergency vehicles and blue badge holder vehicles are allowed through some or all of the filters.

This Stage 1 Monitoring Report shows that the Streatham Wells LTN trial is meeting the objectives of the Climate Action Plan (CAP) and Transport Strategy and supporting the Lambeth 2030 Borough Plan by reducing traffic overall.

Before and after traffic data collected to assess the impact of the trial shows:

- An average **58% decrease in traffic** within the LTN
- An average **6% increase in traffic on boundary roads**.
- An overall **3.6% net reduction in traffic** when looking at roads within the LTN and on the boundary roads, including on main roads approaching the LTN
- Speeding within the LTN has reduced by an average of **83%**



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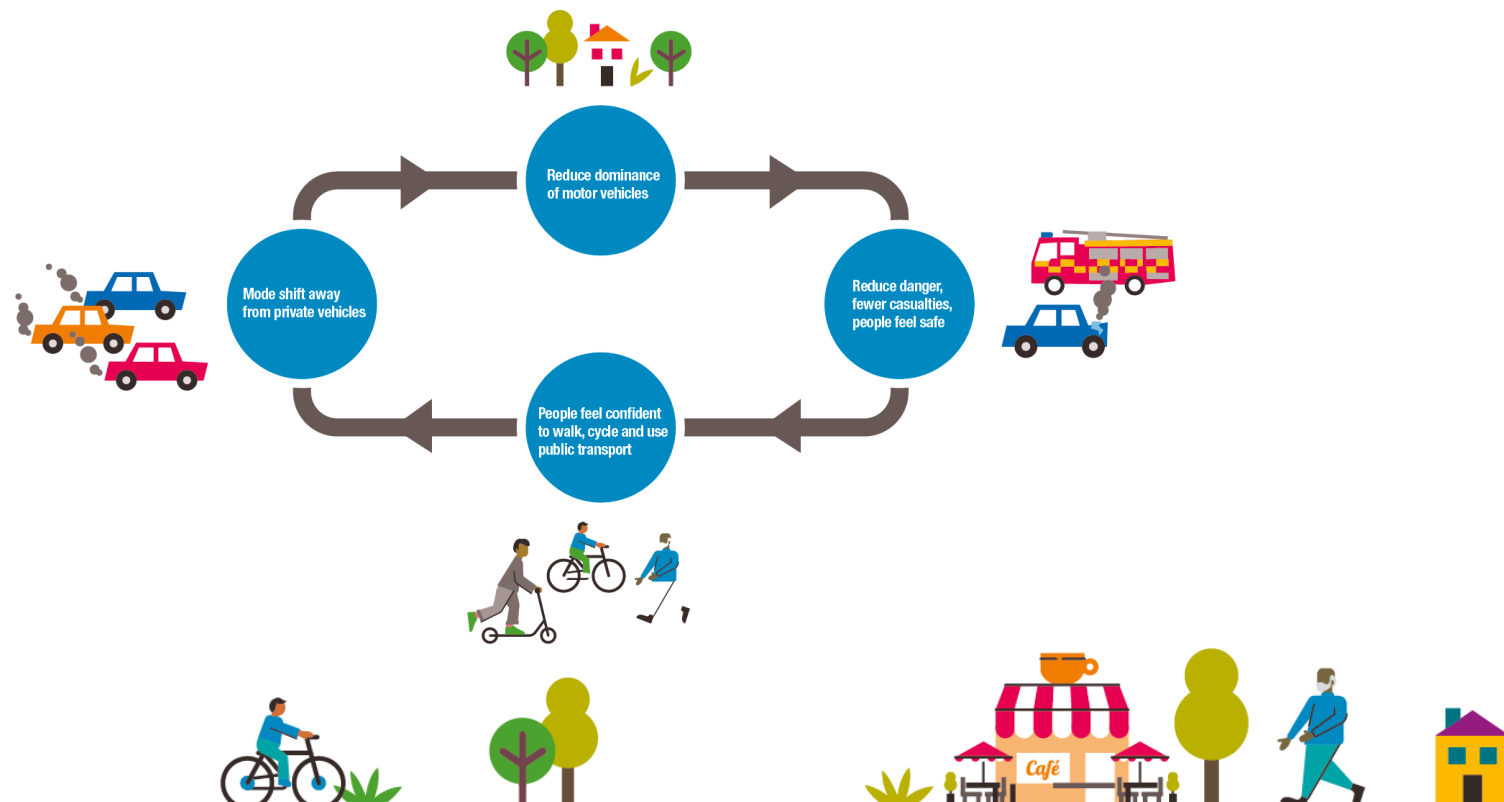
The Healthy Streets Approach

The way we manage our streets has a big role to play in making our borough a healthier place to live, work or play. Lambeth is a borough committed to social justice and equity across everything it does – this includes how we manage our streets. In 2019 we published our [Transport Strategy](#), which sets out the vision for our streets.

Motor traffic has a big impact on our lives, from noisy congestion, toxic air, or road danger that either prevents or disincentivises us from walking, scooting, wheeling or cycling. This is particularly unjust as 58% of households in Lambeth do not own a car and rely on active travel and public transport.

In 2021, we adopted our [Climate Action Plan \(CAP\)](#) which sets out how, together, we will create a Lambeth that is fit for the future. A key requirement identified in the CAP is to reduce the amount of motor traffic on our streets, with an evidence based target of 27% by 2030.

To do this, we are using the [Healthy Streets Approach](#). This process helps us understand how all sorts of projects fit together, support each other, and collectively help make our streets safer, more inclusive, and more enjoyable places.

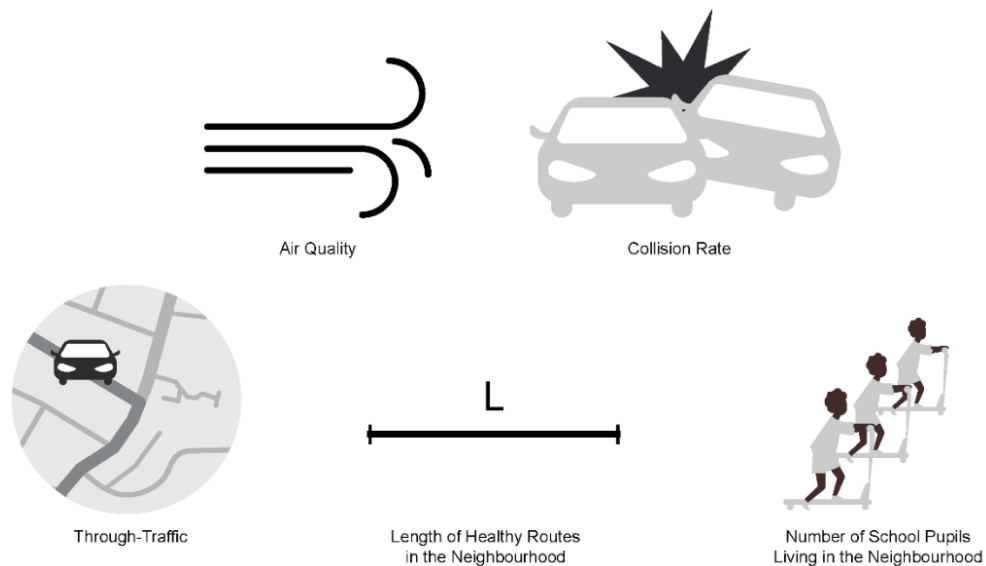


How we chose this Low Traffic Neighbourhood

The Brixton Hill area was chosen following a review of all potential LTN areas in Lambeth. Each neighbourhood was given a score based on 5 criteria (listed below), with each criteria receiving an individual score between 1 and 3. The maximum score was 15;

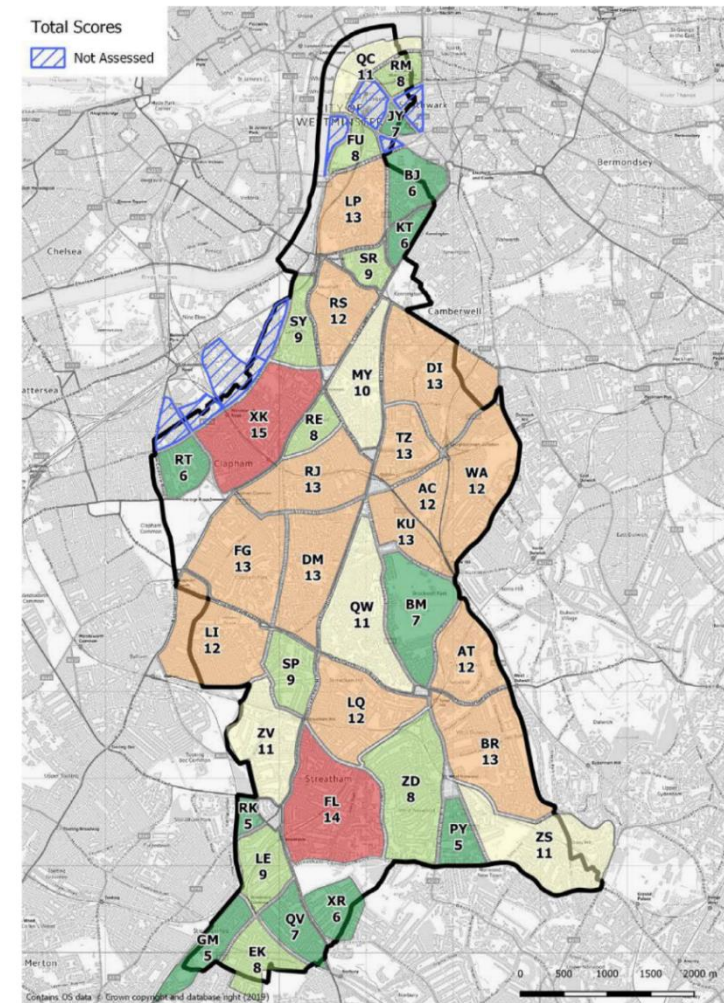
- Air quality (NO2)
- Collision rate (per household in the neighbourhood)
- Number of school pupils living in the neighbourhood
- Length of [Healthy Routes](#) within the neighbourhood
- Evidence that through traffic is an issue.

This neighbourhood assessment is included as [Appendix B](#) within the [Lambeth Transport Strategy 2019](#).



Annex A Neighbourhood Assessment

Areas scored 0–15, with the higher the score, the greater the identified issue



Monitoring report stages

LTNs in Lambeth are assessed in line with our [Low Traffic Neighbourhoods Monitoring Strategy](#). There are 3 stages to our monitoring, and each stage has a specific purpose.

Stage 1 - Initial adjustment – Assessing the immediate impacts of the LTN identifying key community concerns and concerning traffic patterns.

Stage 2 - Settling down – Assessing the impact of the LTN once the scheme has bedded in where compliance has improved, and people's behaviours and routing have changed. This looks deeper into the air quality impacts, community response and other factors. This report forms the basis of recommendations for the future of the scheme.

Stage 3 - Regular use – This assesses the longer-term impacts of the LTN programme, looking at behaviour change towards active travel and public transport, reduction in vehicle miles, and public perception.

What is considered in this Stage 1 review?

This review has been undertaken following the implementation of the Brixton Hill LTN trial. It identifies community issues and analyses initial traffic trends. This allows for specific improvements to the design of the scheme where needed due to any negative impact directly attributable to the implementation of the LTN.

The three areas of analysis are:

- Traffic data
- Community feedback
- Equality Impact Assessment

The analysis is followed by our response in terms of improvements, supporting measures and the next steps for the scheme.



Methodology

A wide range of factors influence traffic patterns across London's road network. These factors include planned and unplanned road works, public transport strikes, bridge closures, external events and changes by neighbouring boroughs or TfL. These factors must be analysed to isolate and understand the specific impacts of an LTN. See Appendix D for further details on road works and disruption in the area during the Brixton Hill LTN trial.

After considering the background factors which influence traffic patterns, we:

- Use data collected before and after the trial to have a more comprehensive understanding of the traffic impact of the LTN
- Use a mixture of TfL traffic data, telematics/Satnav data and bus performance data to help us understand the impact of the LTN on roads outside our primary data collection area.

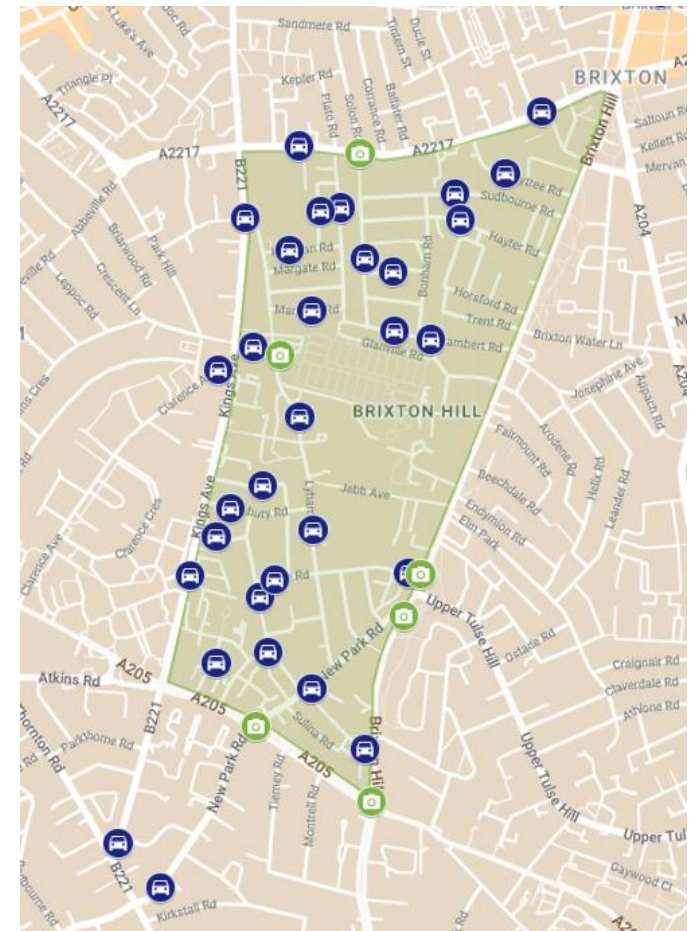
Baseline data was collected primarily in November 2021 with a small amount of supplementary data collected in June 2023. Data was gathered during normal traffic conditions as far as possible and collection planned around road works and school holidays. The baseline is compared with Stage 1 data which was collected in February 2024.

Traffic data has been collected via Automatic Traffic Counters (ATCs) and video surveys. ATCs are tubes placed across the road that record vehicle and cyclist numbers, vehicle types, and their speed as they drive over them. Video surveys count the number of vehicles turning between all arms of a junction. ATCs are used on streets within the LTN in between junctions.

31 ATCs and 6 video surveys were placed across the Brixton Hill LTN area. The same locations are used for each stage of monitoring. We also collected data outside the LTN area for contextual information, these were not used in the stage 1 assessment.

To account for the difference in the time period collected from baseline to Stage 1, the video survey baseline data was adjusted to reflect a full 24-hour period. This is known as factorisation and is done to make the data sets comparable.

Analysis of stage 1 data has been independently verified to ensure accuracy, see **Appendix K**. All traffic data can be found at Appendices A, B and C. Unprocessed data from traffic counts will be published on the Council's website in due course.



Baseline traffic flows

See Appendix A for a breakdown of bidirectional traffic flows at each ATC and a breakdown of turning counts.

Motor vehicles

See Appendix E.

- Daily baseline flows are presented in the map to the right, showing the general trend of traffic within and surrounding the Brixton Hill LTN area.
- The highest volumes of motor vehicle traffic within the LTN area were on New Park Road at the junction with the South Circular A205 (4935), Lyham Road (3589), Dumbarton Road (3479) and Kingswood Road (1856)
- The strategic roads (A23 Brixton Hill, A205 South Circular, Acre Lane and Kings Avenue) also indicate high volumes of traffic. With an average of 18,631 motor vehicles per day on A23 Brixton Hill, A205 South Circular (25,921), Acre Lane (14,763) and Kings Avenue (13,577)

Cycles

See Appendix H.

- Cycle flows are mixed in the Brixton Hill LTN area. The Quietway Route 25 passes through the LTN area along Crescent Lane, Mandrell Road and Lambert Road where reasonably high flows can be seen – this is enabled through the physical filter on Strathleven Road, which was in place before the LTN was introduced. Crescent Lane on an average weekday has 843 cycles, while the section of Lyham Road between Prague Place and Crescent Lane has 910 cycles.
- Brixton Hill is a direct and popular north/south commuting route which can be seen by the high values, with an average of 1406 cycles per average weekday. Acre Lane has an average of 1166 cycles per day, reflecting its popularity as an east/west route between Brixton and Clapham.
- The southern section of the LTN generally has lower cycle flows than the northern section. This may be due to a combination of factors such as high levels of through traffic, steeper topography and less dedicated cycle routes.



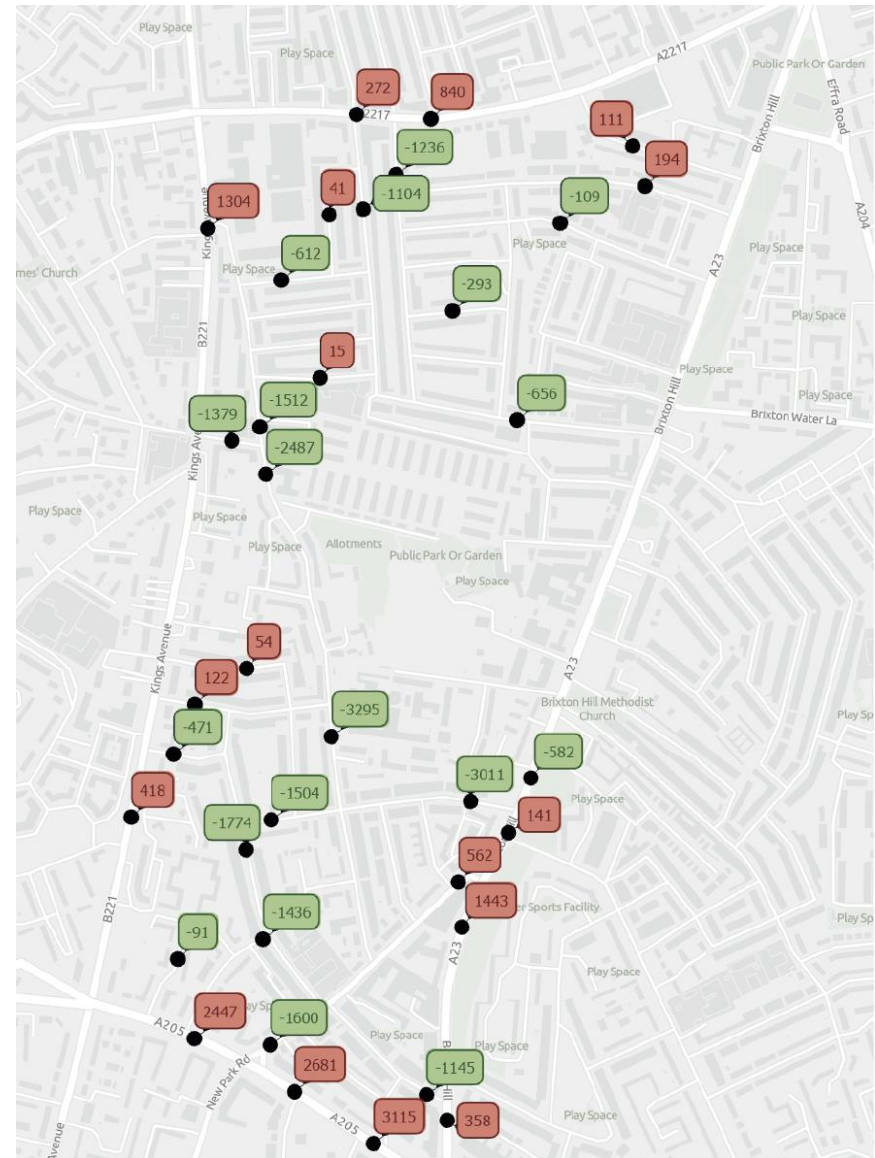
Stage 1 – Impact of the LTN

The LTN impact is calculated as the percentage change between data collected in February 2024 and the baseline flows.

Motor vehicles

See Appendices F and G.

- The map to the right outlines the average daily decreases in motor vehicles in green and increases in red
- There were large decreases in motor vehicles within the traffic cells created by the modal filters especially on:
 - Lyham Road: -84%
 - New Park Road, at the junction with the A205 (South Circular): -32%
 - Dumbarton Road: -87 %
- Within the LTN, daily motor vehicle flows increased on:
 - Thornbury Road 12% (+122)
 - Rosebury Road 24% (+54)
 - Sudbourne Road 39% (+194)
 - Baytree Road 42% (+111)
- Flows also increased on the boundaries of the LTN, namely on:
 - Acre Lane: +3.8%
 - Kings Avenue: +6.3%
 - A205 (South Circular), east of the junction with New Park Road: +11.2%
 - A23 (Brixton Hill), between the A205 (South Circular) and New Park Road: +5.2%



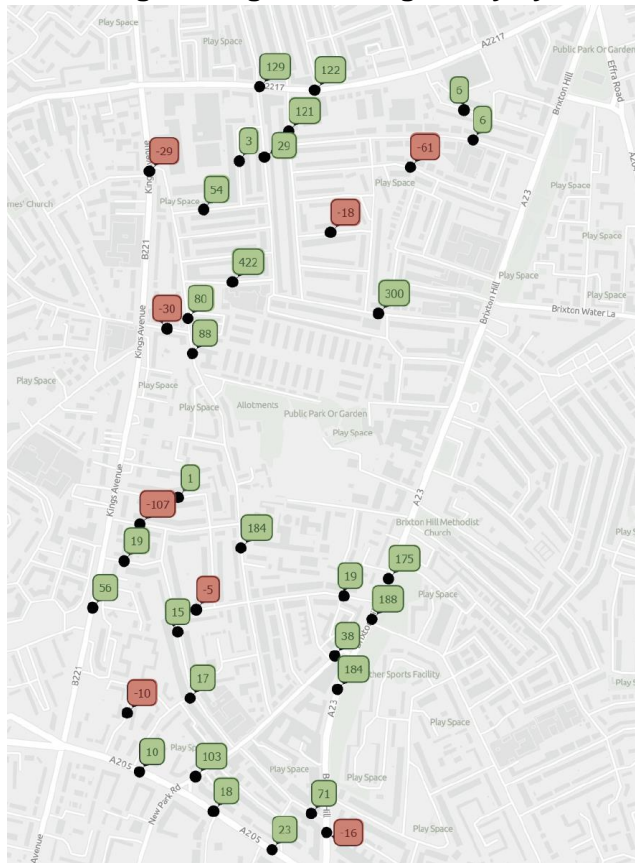
Cycles

See appendices I and J.

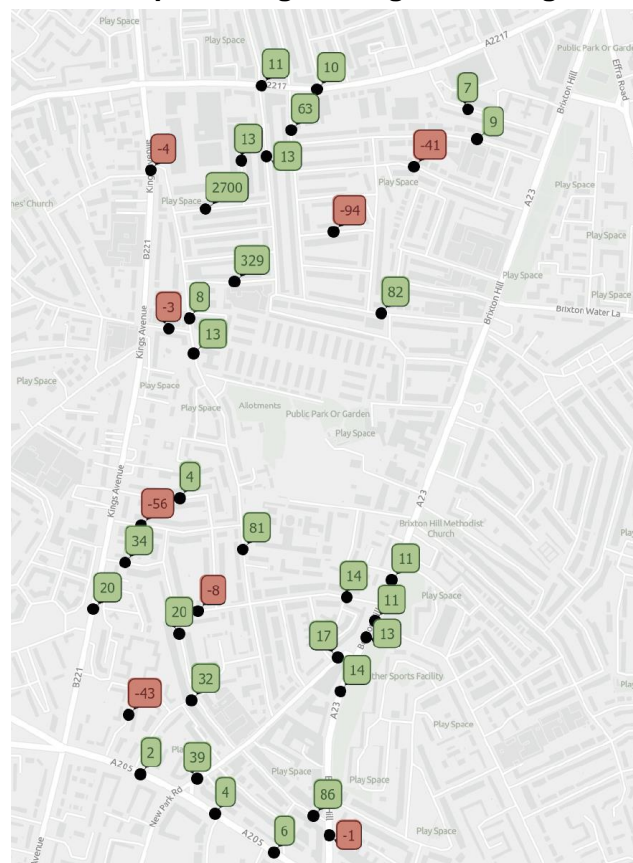
Considerable percentage increases in cycling flows were recorded on:

- Lambert Road (82%)
- Branksome Road (63%)
- New Park Road – north of the junction with the A205 (South Circular) (40%)

Percentage change in average daily cycle flows



Absolute percentage change in average daily cycle flows



Key:
 Increase
 Reduction



General trends

The following overall percentage changes in flows were observed when comparing traffic counts from February 2024 against the baseline.

Within the LTN:

- Motor vehicles: -58%
- Cycles: +27%

On the boundary of the LTN:

- Motor vehicles: +5.6%
- Cycles: +9.4%

Across both internal and boundary roads:

- Motor vehicles: -3.6%
- Cycles: +15%

The LTN also had 83% fewer motor vehicles traveling over the speed limit.

Bus Impact

TfL have not reported any concerns about the impact on buses since the launch of the Brixton Hill LTN.



Specific trends

On most streets within the LTN, there was a significant decrease in average weekday motor vehicle flows when compared with the baseline. However, flows have increased at some locations where traffic filters required new access routes and where roads within the LTN are still used as cut throughs.

- **Lyham Road:** this road was a popular north/south route for motor vehicles which is reflected in the baseline traffic data. Since the LTN launch, motor vehicle flows at the point where Lyham Road turns into Crescent Lane have decreased by 84%
- **Dumbarton Road:** due to a filter to prevent through traffic, there has been an 87% decrease in traffic flows and a rise in cycle flows
- **New Park Road:** since the trial launch, average weekday motor vehicle two-way flows on New Park Road – north of the junction with the South Circular A205 - have reduced by 36% overall. Specifically, motor vehicle flows heading northbound at this location have fallen by 95% due to the presence of the traffic filter. In the southbound direction, there has been an increase in motor vehicle flows of 17%. Cycle flows at this location have increased by 40%
- **Branksome Road/ Lambert Road:** with a significant reduction in motor vehicles travelling along this route, cycle flows have increased by up to 80%
- **Sudbourne Road** – due to rerouting of traffic flows, we are now seeing a total of 697 motor vehicles at this location, which is an increase of 39% (+194 vehicles) Whilst this is a significant increase in percentage terms, the street still meets Healthy Route quality criteria as the daily flows remain low
- **Baytree Road** – due to rerouting of traffic flows, we are now seeing a total of 378 motor vehicles at this location, which is a total increase of 42% (+111 vehicles). Whilst this is a significant increase in percentage terms, the street still meets Healthy Route quality criteria as the daily flows remain very low



Community Feedback

Low Traffic Neighbourhoods are part of our vision for a transport network that is inclusive and has a positive impact on quality of life and the environment. It is important that we balance the needs of our diverse community, and the LTN Stage 1 monitoring seeks to present initial perceptions of the Brixton Hill LTN.

In the context of the 6-month statutory consultation (the 6 months following the launch of the trial) we gathered feedback in a variety of formats:

- We undertook some face-to-face engagement with stakeholders such as business owners
- The Lambeth Market Research team collected feedback from residents shopping at Londis in Lyham Road before the trial launched. The survey was used to have an overview of how clients travelled to the area
- We collected feedback from residents

The community engaged with us by:

- Email
- Through local representatives such as Ward Councillors and local MPs
- Drop-ins and meetings



Community feedback analysis

The feedback provided below summarises the key highlights, acknowledging that it may not encompass the entirety of the comments raised. Ongoing analysis and documentation of all comments is taking place, and this will be considered as part of any future decision on the scheme.

Businesses:

Ahead of the launch of the LTN trial, businesses on **Lyham Road** were contacted and expressed concerns about the LTN trial impacting their businesses negatively. A survey was conducted by the Lambeth Market Research team to understand how customers travelled to those businesses. The results showed that 58% of the clientele wheel or walk to the shop.

Concerns raised:

- Reduction in customers.

Actions as a result of the survey feedback:

- To mitigate the impact of the trial on those travelling by motor vehicle we added a timed parking bay.

After the LTN trial started, some business owners on **Morrish Road** raised concerns regarding the LTN design. Lambeth officers and Councillors met them.

Concerns raised:

- Planters accumulating litter
- Removal of parking bays created issues for loading and unloading vans
- Negative financial impact due to loss of clientele who can no longer park near the business

Actions as a result of feedback:

- Removal of planters
- Installation of loading bay where the initial parking spaces were located

Blenheim Gardens Estate:

Local Councillors met with the Blenheim Gardens Residents Management Organisation (RMO) to hear the concerns and issues faced after the trial was implemented.

Concerns raised:

- Missed deliveries negatively impacting vulnerable residents and carers visiting residents at the estate



- Concerns over feelings of unsafety due to restricted visibility and lack of other people walking and wheeling specially at night, particularly among women and the elderly

Actions as a result of feedback:

- All the addresses remain accessible if needed. However, we will discuss and review delivery routes to the estate for those facing issues
- An assessment of current lighting levels (photometric tests) will be conducted at the location in response to the residents' feedback

LTN Inbox:

Feedback received directly into the LTN Inbox (LowTrafficNeighbourhoods@Lambeth.gov.uk), with the following concerns raised:

Comments regarding the Branksome Road filter:

- Support for this traffic filter as it helped reduce through-traffic, contributing to people feeling safer and healthier
- Support for the one-way in Branksome Road as it prevented through-traffic to Acre Lane
- Concerns over longer journey times for travelling northbound into Brixton and southbound into Brixton Hill with the road frequently congested by non-residents travelling further afield
- Residents suggest that the nearby roads as Hayter Road, Sudbourne Road, Haycroft Road and Winterwell Road are already quiet, and the filter is penalising them. Suggestion that leaving Branksome one-way would be sufficient
- Concerns over displaced traffic with cars not being able to access the roads between Acre Lane, Branksome Road and Brixton Hill
- Sudbourne Road residents perceived an increase in traffic and speeding because of the introduction of the filter, which exacerbated the impact of the removal of the speed bumps in 2010

Comments regarding the New Park Road filter:

- Support for this filter.
- Suggestions to make the filter two-way as some drivers tend to use the road to cut the corner from Brixton Hill
- Concerns over increased traffic, mostly on boundary roads, and consequently increased air pollution on the road
- Concerns over increased noise pollution from motor vehicles (e.g., beeping sounds) especially during rush hour
- Concerns over longer journeys to access nearby addresses

Suggestions raised by residents:

- Relocate filter on New Park Road

Comments regarding the Kings Avenue filter:

- Some residents in support of the LTN have highlighted the need to address issues such as speeding and dangerous driving through traffic calming measures



- Concerns over speeding due to an absence of speed cameras and lack of traffic calming measures. This occurred before the trial started and has now worsened
- Concerns over children's safety walking, cycling or wheeling to school due to the large number of primary schools in the vicinity
- Concerns over increased road danger and worse air pollution for those travelling actively through Kings Avenue with anecdotal reports of increase in collisions since the trial's implementation lack of safe crossing points

Comments regarding the Lyham Road filter:

- Support from residents living on Lyham Road as this filter reduced traffic and road danger for cyclists
- Concerns about safety at night due to lack of people and activity on the streets
- Concerns over Lyham Road and Chale Road/Dumbarton Road being dangerous for cyclists and pedestrians as some drivers drive through the filters.

Suggestions raised by residents:

- Opening Lyham Road to through traffic while closing all other streets would deliver a better balance to the area
- Introduce a right filter at the traffic lights at the top of Kings Avenue - junction with Acre Lane

Comment regarding on Strathleven Road filter:

- Positive feedback received from residents of Glenelg Road
- Only one access point into Strathleven Road is negatively impacting residents and causing congestion at this location and on Lyham Road

Comments regarding enforcement:

- Concerns over CCTV cameras being vandalised, and signs sprayed over
- Concerns over drivers obscuring their number plates to drive through the filters without being fined

General comments:

- Perceived negative impact on air quality on boundary roads
- Perceived negative impact on road safety, especially walking and wheeling on boundary roads
- Perceived negative impact on people walking and wheeling at night in the roads where the traffic filters are
- Concerns raised by pedestrian and cyclists over Google Maps showing road closed for all rather than for motorised vehicles only
- As a result of the road closures and less people using them, residents reported an increase in fly tipping
- Some residents request additional measures to further reduce speeding in the area



Equalities Impact Assessment (EqIA)

In July 2023, we published an [Equalities Impact Assessment](#) (EqIA). It assessed the potential impact of the Brixton Hill LTN on those with protected characteristics and socio-economic status. The initial EqIA identified that:

- **15.6%** of the population is between 0 and 19 years old. There are 8 schools within the LTN with students representing **15.4%** of the population who need to navigate the area to reach their schools. Children are particularly impacted by poor air quality on roads and are also vulnerable to road danger
- Women are generally more concerned about safety and especially at night and women make up more than **50%** of the area population
- **13.9%** of the area population is registered as disabled under the Equality Act. Blue Badge holders can request an exemption, being able to drive through the traffic filter of their choice. But traffic filters may cause disruption to carers or other services like deliveries

For further information check the [updated EqIA](#).

Impact on children: Potential increase in pollution in and around the Brixton Hill LTN. Some of the main potential locations affected are the educational institutions some of which are on the boundary roads or in their vicinity

Impact on older people: Access to their homes and local services has been impacted. The restrictions have made it challenging for their carers and family to reach them with consequent potential decrease in social connections

Disabled people: As only Blue Badge holders can request an exemption for only one filter location, disabled people might lose connections as members of their family, carers or friends cannot drive through the filter and access the location

Impact on women and older people at night:

- Possible negative impact due to the absence of regular street activity contributes to a perception of isolation
- Potential increase in last-minute cancellations from taxis and Ubers when they experience access difficulties and potential increase in travel costs

Impact on carers and community workers:

- Possible negative impact on caregivers journey time due to longer routes to access addresses
- Possible negative impact on caregivers due to the unavailability of exemptions to travel through the filters
- Possible negative impact on people providing services in the area due to longer journeys and consequently fewer jobs in a day
- Increased traffic and congestion affecting personal and employer productivity

Impact on businesses:

- Businesses depend on ease of travel, and have reported a decrease in customers. Possible negative impact on local shops mainly on Morrish Road and Lyham Road



Next steps

This Stage 1 Monitoring Report shows that the Brixton Hill Low Traffic Neighbourhood is meeting the strategic objectives of the Climate Action Plan and Transport Strategy and is supporting Lambeth 2030 Borough Plan objectives by reducing the levels of traffic within the Low Traffic Neighbourhood area and boundary roads when considered together.

The Stage 1 monitoring data indicates there has been an 3.6% overall net reduction in traffic flows. Based on this, we will proceed to the Stage 2 monitoring report, where we will analyse the impact on air quality, undertake extensive engagement, and look closer at the data to understand the specific impacts of the LTN.

We will continue to update [Commonplace](#) with information and details of upcoming events. Stay up-to-date by subscribing to the 'news' section. You can share your comments via email to lowtrafficneighbourhoods@lambeth.gov.uk.



Appendix A - Baseline data

| Data Collection Month | Road Name | Longitude | Latitude | Configuration | Monitoring Stage | Direction | Cycle flows daily weekday average | Total vehicle flows daily weekday average | Total motor vehicle flow daily weekday average |
|-----------------------|---|--------------|-------------|---------------|------------------|-----------|-----------------------------------|---|--|
| Nov 2021 | Acre Lane (East) | -0.1184308 | 51.4604976 | Boundary | Baseline | Two way | 621 | 17302 | 16681 |
| Nov 2021 | Baytree Road | -0.1197309 | 51.4591454 | Within | Baseline | Two way | 76 | 343 | 267 |
| Nov 2021 | Lambert Road (east of Bonham Road) | -0.122378076 | 51.45549089 | Within | Baseline | Two way | 366 | 2090 | 1724 |
| Nov 2021 | Winterwell Road | -0.1237115 | 51.4569863 | Within | Baseline | Two way | 19 | 536 | 517 |
| Nov 2021 | Strathleven Road | -0.1255856 | 51.458388 | Within | Baseline | Two way | 220 | 1602 | 1382 |
| Nov 2021 | Branksome Road | -0.1247172 | 51.4572573 | Within | Baseline | Two way | 107 | 1711 | 1604 |
| Nov 2021 | Glenelg Road | -0.1263206 | 51.4583245 | Within | Baseline | Two way | 22 | 195 | 173 |
| Nov 2021 | Kildoran Road | -0.1273928 | 51.4574598 | Within | Baseline | Two way | 2 | 1292 | 1290 |
| Nov 2021 | Kings Avenue (North) | -0.1289511 | 51.4581835 | Boundary | Baseline | Two way | 609 | 15681 | 15072 |
| Nov 2021 | Rosebery Road | -0.1283534 | 51.4522368 | Within | Baseline | Two way | 22 | 247 | 225 |
| Nov 2021 | Crescent Lane | -0.1286644 | 51.4553237 | Within | Baseline | Two way | 651 | 2728 | 2077 |
| Nov 2021 | Lyham Road (North) | -0.1270332 | 51.4537744 | Within | Baseline | Two way | 497 | 3671 | 3174 |
| Nov 2021 | Thornbury Road | -0.1294907 | 51.4517688 | Within | Baseline | Two way | 190 | 1226 | 1036 |
| Nov 2021 | Thorncliffe Road | -0.1299778 | 51.4511068 | Within | Baseline | Two way | 55 | 1049 | 994 |
| Nov 2021 | Kings Avenue (Mid) | -0.1309278 | 51.4502719 | Boundary | Baseline | Two way | 278 | 12360 | 12082 |
| Nov 2021 | Kingswood Road | -0.1284639 | 51.4497928 | Within | Baseline | Two way | 72 | 1928 | 1856 |
| Nov 2021 | Chale Road | -0.127908 | 51.4501882 | Within | Baseline | Two way | 62 | 1897 | 1835 |
| Nov 2021 | Lyham Road (South) | -0.1265633 | 51.45129 | Within | Baseline | Two way | 226 | 3815 | 3589 |
| Nov 2021 | Mandrell Road | -0.1266112 | 51.4561294 | Within | Baseline | Two way | 128 | 313 | 185 |
| Nov 2021 | Dumbarton Road | -0.1231649 | 51.4503144 | Within | Baseline | Two way | 94 | 4016 | 3922 |
| Nov 2021 | Forster Road | -0.1281538 | 51.4485826 | Within | Baseline | Two way | 53 | 1530 | 1477 |
| Nov 2021 | Acre Lane (West) | -0.1270617 | 51.4597694 | Boundary | Baseline | Two way | 543 | 16177 | 15634 |
| Nov 2021 | Tilson Gardens | -0.1299995 | 51.4483433 | Within | Baseline | Two way | 23 | 327 | 304 |
| Nov 2021 | Morrish Road | -0.1247088 | 51.4464286 | Within | Baseline | Two way | 82 | 1328 | 1246 |
| Nov 2021 | New Park Road (North) | -0.1266222 | 51.4477678 | Within | Baseline | Two way | 215 | 6423 | 6208 |
| Jun 2023 | New Park Road (South) | -0.1319804 | 51.4433698 | Outside | Baseline | Two way | 333 | 2622 | 2289 |
| Jun 2023 | Clarence Avenue | -0.1299116 | 51.4548016 | Outside | Baseline | Two way | 292 | 4060 | 3768 |
| Jun 2023 | Kings Avenue (South) | -0.1334698 | 51.4443607 | Outside | Baseline | Two way | 472 | 10110 | 9637 |
| Nov 2021 | Sudbourne Road | -0.1194881 | 51.4586019 | Within | Baseline | Two way | 63 | 566 | 503 |
| Jun 2023 | Lambert Road (west of Bonham Road) | -0.1236981 | 51.4556533 | Within | Baseline | Two way | 875 | 2523 | 1648 |
| Jun 2023 | Hayter Road | -0.1213386 | 51.4581334 | Within | Baseline | Two way | 147 | 646 | 499 |
| Nov 2021 | Solon Road | -0.1249838 | 51.4602302 | Outside | Baseline | Two way | 92 | 668 | 576 |
| Nov 2021 | Acre Lane (w) | -0.1256758 | 51.4596687 | Boundary | Baseline | Two way | 1159 | 16248 | 15089 |
| Nov 2021 | Branksome Road | -0.1248551 | 51.4588464 | Within | Baseline | Two way | 191 | 1472 | 1281 |
| Nov 2021 | Acre Lane (e) | -0.1240719 | 51.4595818 | Boundary | Baseline | Two way | 1174 | 15610 | 14436 |
| Nov 2021 | Lyham Road (n) | -0.1279346 | 51.4554875 | Within | Baseline | Two way | 910 | 2499 | 1589 |
| Nov 2021 | Crescent Lane | -0.1285515 | 51.455312 | Within | Baseline | Two way | 843 | 2661 | 1818 |
| Nov 2021 | Lyham Road (s) | -0.1278322 | 51.454849 | Within | Baseline | Two way | 637 | 3613 | 2977 |
| Nov 2021 | Brixton Hill (n) | -0.1222818 | 51.4506635 | Boundary | Baseline | Two way | 1562 | 21666 | 20104 |
| Nov 2021 | Dumbarton Road | -0.1235951 | 51.4503678 | Within | Baseline | Two way | 132 | 3611 | 3479 |



| | | | | | | | | | |
|----------|--------------------------|------------|------------|----------|----------|---------|------|-------|-------|
| Nov 2021 | Brixton Hill (s) | -0.1227938 | 51.4499336 | Boundary | Baseline | Two way | 1586 | 20791 | 19204 |
| Nov 2021 | Brixton Hill (n) | -0.1230643 | 51.4496405 | Boundary | Baseline | Two way | 1509 | 20886 | 19377 |
| Nov 2021 | New Park Road | -0.1239038 | 51.4492845 | Within | Baseline | Two way | 220 | 3861 | 3641 |
| Nov 2021 | Brixton Hill (s) | -0.1238502 | 51.448676 | Boundary | Baseline | Two way | 1316 | 18184 | 16868 |
| Nov 2021 | Brixton Hill | -0.1242782 | 51.446077 | Boundary | Baseline | Two way | 1057 | 18658 | 17601 |
| Nov 2021 | A205 (w) | -0.1258767 | 51.4457894 | Boundary | Baseline | Two way | 336 | 25845 | 25508 |
| Nov 2021 | Streatham Hill | -0.1246638 | 51.4443016 | Outside | Baseline | Two way | 1123 | 26197 | 25074 |
| Nov 2021 | A205 (e) | -0.1229097 | 51.4447881 | Outside | Baseline | Two way | 295 | 25784 | 25489 |
| Nov 2021 | New Park Road (n) | -0.1280505 | 51.4471557 | Within | Baseline | Two way | 261 | 5195 | 4935 |
| Nov 2021 | A205 (w) | -0.1296856 | 51.4472676 | Boundary | Baseline | Two way | 370 | 26565 | 26195 |
| Nov 2021 | New Park Road (s) | -0.1293253 | 51.4463969 | Outside | Baseline | Two way | 198 | 3120 | 2922 |
| Nov 2021 | A205 (e) | -0.1275551 | 51.4465155 | Boundary | Baseline | Two way | 389 | 26449 | 26060 |



Appendix B - Stage 1 data

| Data Collection Month | Road Name | Longitude | Latitude | Configuration | Monitoring Stage | Direction | Cycle flows daily weekday average | Total vehicle flows daily weekday average | Total motor vehicle flow daily weekday average |
|-----------------------|---|-----------|----------|---------------|------------------|-----------|-----------------------------------|---|--|
| Feb 2024 | Acre Lane (East) | -0.11843 | 51.4605 | Boundary | Stage 1 | Two way | 538 | 15744 | 15206 |
| Feb 2024 | Baytree Road | -0.11973 | 51.45915 | Within | Stage 1 | Two way | 82 | 460 | 378 |
| Feb 2024 | Lambert Road (east of Bonham Road) | -0.12238 | 51.45549 | Within | Stage 1 | Two way | 666 | 1734 | 1068 |
| Feb 2024 | Winterwell Road | -0.12371 | 51.45699 | Within | Stage 1 | Two way | 1 | 225 | 224 |
| Feb 2024 | Branksome Road | -0.12472 | 51.45726 | Within | Stage 1 | Two way | 200 | 552 | 352 |
| Feb 2024 | Strathleven Road | -0.12559 | 51.45839 | Within | Stage 1 | Two way | 249 | 527 | 278 |
| Feb 2024 | Gleneig Road | -0.12632 | 51.45832 | Within | Stage 1 | Two way | 25 | 239 | 214 |
| Feb 2024 | Kildoran Road | -0.12739 | 51.45746 | Within | Stage 1 | Two way | 56 | 734 | 678 |
| Feb 2024 | Kings Avenue (North) | -0.12895 | 51.45818 | Boundary | Stage 1 | Two way | 580 | 16956 | 16376 |
| Feb 2024 | Crescent Lane | -0.12866 | 51.45532 | Within | Stage 1 | Two way | 368 | 844 | 476 |
| Feb 2024 | Lyham Road (North) | -0.12703 | 51.45377 | Within | Stage 1 | Two way | 575 | 1322 | 747 |
| Feb 2024 | Rosebery Road | -0.12835 | 51.45224 | Within | Stage 1 | Two way | 23 | 302 | 279 |
| Feb 2024 | Thornbury Road | -0.12949 | 51.45177 | Within | Stage 1 | Two way | 83 | 1241 | 1158 |
| Feb 2024 | Thorncliffe Road | -0.12998 | 51.45111 | Within | Stage 1 | Two way | 74 | 597 | 523 |
| Feb 2024 | Kings Avenue (Mid) | -0.13093 | 51.45027 | Boundary | Stage 1 | Two way | 334 | 12834 | 12500 |
| Feb 2024 | Kingswood Road | -0.12846 | 51.44979 | Within | Stage 1 | Two way | 87 | 169 | 82 |
| Feb 2024 | Chale Road | -0.12791 | 51.45019 | Within | Stage 1 | Two way | 57 | 388 | 331 |
| Feb 2024 | Lyham Road (South) | -0.12656 | 51.45129 | Within | Stage 1 | Two way | 410 | 704 | 294 |
| Feb 2024 | Dumbarton Road | -0.12316 | 51.45031 | Within | Stage 1 | Two way | 162 | 615 | 453 |
| Feb 2024 | Mandrell Road | -0.12661 | 51.45613 | Within | Stage 1 | Two way | 550 | 750 | 200 |
| Feb 2024 | Acre Lane (West) | -0.12706 | 51.45977 | Boundary | Stage 1 | Two way | 192 | 14762 | 14570 |
| Feb 2024 | Forster Road | -0.12815 | 51.44858 | Within | Stage 1 | Two way | 70 | 111 | 41 |
| Feb 2024 | Tilson Gardens | -0.13 | 51.44834 | Within | Stage 1 | Two way | 13 | 226 | 213 |
| Feb 2024 | New Park Road (North) | -0.12662 | 51.44777 | Within | Stage 1 | Two way | 422 | 4204 | 3782 |
| Feb 2024 | Morrish Road | -0.12471 | 51.44643 | Within | Stage 1 | Two way | 153 | 254 | 101 |
| Feb 2024 | New Park Road (South) | -0.13198 | 51.44337 | Outside | Stage 1 | Two way | 284 | 2640 | 2356 |
| Feb 2024 | Clarence Avenue | -0.12991 | 51.4548 | Outside | Stage 1 | Two way | 238 | 3708 | 3470 |
| Feb 2024 | Kings Avenue (South) | -0.13347 | 51.44436 | Outside | Stage 1 | Two way | 238 | 9724 | 9486 |
| Feb 2024 | Lambert Road (west of Bonham Road) | -0.1237 | 51.45565 | Within | Stage 1 | Two way | 698 | 1271 | 573 |
| Feb 2024 | Sudbourne Road | -0.12152 | 51.45871 | Within | Stage 1 | Two way | 69 | 766 | 697 |
| Feb 2024 | Hayter Road | -0.12134 | 51.45813 | Within | Stage 1 | Two way | 86 | 476 | 390 |
| Feb 2024 | Solon Road | -0.12498 | 51.46023 | Outside | Stage 1 | Two way | 166 | 782 | 617 |
| Feb 2024 | Acre Lane (w) | -0.12568 | 51.45967 | Boundary | Stage 1 | Two way | 1287 | 16649 | 15361 |
| Feb 2024 | Branksome Road | -0.12486 | 51.45885 | Within | Stage 1 | Two way | 312 | 357 | 44 |
| Feb 2024 | Acre Lane (e) | -0.12407 | 51.45958 | Boundary | Stage 1 | Two way | 1295 | 16572 | 15276 |
| Feb 2024 | Lyham Road (n) | -0.12793 | 51.45549 | Within | Stage 1 | Two way | 990 | 1067 | 77 |
| Feb 2024 | Crescent Lane | -0.12855 | 51.45531 | Within | Stage 1 | Two way | 813 | 1253 | 440 |
| Feb 2024 | Lyham Road (s) | -0.12783 | 51.45485 | Within | Stage 1 | Two way | 725 | 1215 | 490 |
| Feb 2024 | Brixton Hill (n) | -0.12228 | 51.45066 | Boundary | Stage 1 | Two way | 1737 | 21260 | 19523 |
| Feb 2024 | Dumbarton Road | -0.1236 | 51.45037 | Within | Stage 1 | Two way | 151 | 619 | 468 |
| Feb 2024 | Brixton Hill (s) | -0.12279 | 51.44993 | Boundary | Stage 1 | Two way | 1774 | 21119 | 19345 |



| | | | | | | | | | |
|----------|--------------------------|----------|----------|----------|---------|---------|------|-------|-------|
| Feb 2024 | Brixton Hill (n) | -0.12306 | 51.44964 | Boundary | Stage 1 | Two way | 1717 | 21563 | 19845 |
| Feb 2024 | New Park Road | -0.1239 | 51.44928 | Within | Stage 1 | Two way | 259 | 4461 | 4203 |
| Feb 2024 | Brixton Hill (s) | -0.12385 | 51.44868 | Boundary | Stage 1 | Two way | 1501 | 19812 | 18311 |
| Feb 2024 | Brixton Hill | -0.12428 | 51.44608 | Boundary | Stage 1 | Two way | 1041 | 19000 | 17959 |
| Feb 2024 | A205 (w) | -0.12588 | 51.44579 | Boundary | Stage 1 | Two way | 359 | 28982 | 28623 |
| Feb 2024 | Streatham Hill | -0.12466 | 51.4443 | Outside | Stage 1 | Two way | 1115 | 27103 | 25988 |
| Feb 2024 | A205 (e) | -0.12291 | 51.44479 | Outside | Stage 1 | Two way | 339 | 29038 | 28699 |
| Feb 2024 | New Park Road (n) | -0.12805 | 51.44716 | Within | Stage 1 | Two way | 364 | 3698 | 3335 |
| Feb 2024 | A205 (w) | -0.12969 | 51.44727 | Boundary | Stage 1 | Two way | 381 | 29023 | 28642 |
| Feb 2024 | New Park Road (s) | -0.12933 | 51.4464 | Outside | Stage 1 | Two way | 298 | 3300 | 3001 |
| Feb 2024 | A205 (e) | -0.12756 | 51.44652 | Boundary | Stage 1 | Two way | 407 | 29149 | 28741 |



Appendix C - Baseline vs Stage 1 data

| Collection Type | Road Name | Longitude | Latitude | Configuration | Direction | Absolute total motor vehicles change | Total motor vehicles % change | Absolute total cycles change | Total cycles % change |
|-----------------|---|-----------|----------|---------------|-----------|--------------------------------------|-------------------------------|------------------------------|-----------------------|
| ATC | Acre Lane (East) | -0.11843 | 51.4605 | Boundary | Two way | -1475 | -8.8 | -83 | -13.4 |
| ATC | Baytree Road | -0.11973 | 51.45915 | Within | Two way | 111 | 41.6 | 6 | 7.9 |
| ATC | Lambert Road (east of Bonham Road) | -0.12238 | 51.45549 | Within | Two way | -656 | -38.1 | 300 | 82.0 |
| ATC | Winterwell Road | -0.12371 | 51.45699 | Within | Two way | -293 | -56.7 | -18 | -94.7 |
| ATC | Branksome Road | -0.12472 | 51.45726 | Within | Two way | -1252 | -78.1 | 93 | 86.9 |
| ATC | Strathleven Road | -0.12559 | 51.45839 | Within | Two way | -1104 | -79.9 | 29 | 13.2 |
| ATC | Gleneig Road | -0.12632 | 51.45832 | Within | Two way | 41 | 23.7 | 3 | 13.6 |
| ATC | Kildoran Road | -0.12739 | 51.45746 | Within | Two way | -612 | -47.4 | 54 | 2700.0 |
| ATC | Kings Avenue (North) | -0.12895 | 51.45818 | Boundary | Two way | 1304 | 8.7 | -29 | -4.8 |
| ATC | Crescent Lane | -0.12866 | 51.45532 | Within | Two way | -1601 | -77.1 | -283 | -43.5 |
| ATC | Lyham Road (North) | -0.12703 | 51.45377 | Within | Two way | -2427 | -76.5 | 78 | 15.7 |
| ATC | Rosebery Road | -0.12835 | 51.45224 | Within | Two way | 54 | 24.0 | 1 | 4.5 |
| ATC | Thornbury Road | -0.12949 | 51.45177 | Within | Two way | 122 | 11.8 | -107 | -56.3 |
| ATC | Thornclyffe Road | -0.12998 | 51.45111 | Within | Two way | -471 | -47.4 | 19 | 34.5 |
| ATC | Kings Avenue (Mid) | -0.13093 | 51.45027 | Boundary | Two way | 418 | 3.5 | 56 | 20.1 |
| ATC | Kingswood Road | -0.12846 | 51.44979 | Within | Two way | -1774 | -95.6 | 15 | 20.8 |
| ATC | Chale Road | -0.12791 | 51.45019 | Within | Two way | -1504 | -82.0 | -5 | -8.1 |
| ATC | Lyham Road (South) | -0.12656 | 51.45129 | Within | Two way | -3295 | -91.8 | 184 | 81.4 |
| ATC | Dumbarton Road | -0.12316 | 51.45031 | Within | Two way | -3469 | -88.4 | 68 | 72.3 |
| ATC | Mandrell Road | -0.12661 | 51.45613 | Within | Two way | 15 | 8.1 | 422 | 329.7 |
| ATC | Acre Lane (West) | -0.12706 | 51.45977 | Boundary | Two way | -1064 | -6.8 | -351 | -64.6 |
| ATC | Forster Road | -0.12815 | 51.44858 | Within | Two way | -1436 | -97.2 | 17 | 32.1 |
| ATC | Tilson Gardens | -0.13 | 51.44834 | Within | Two way | -91 | -29.9 | -10 | -43.5 |
| ATC | New Park Road (North) | -0.12662 | 51.44777 | Within | Two way | -2426 | -39.1 | 207 | 96.3 |
| ATC | Morrish Road | -0.12471 | 51.44643 | Within | Two way | -1145 | -91.9 | 71 | 86.6 |
| ATC | New Park Road (South) | -0.13198 | 51.44337 | Outside | Two way | 67 | 2.9 | -49 | -14.8 |
| ATC | Clarence Avenue | -0.12991 | 51.4548 | Outside | Two way | -298 | -7.9 | -54 | -18.5 |
| ATC | Kings Avenue (South) | -0.13347 | 51.44436 | Outside | Two way | -151 | -1.6 | -234 | -49.6 |
| ATC | Lambert Road (west of Bonham Road) | -0.1237 | 51.45565 | Within | Two way | -1075 | -65.2 | -177 | -20.2 |
| ATC | Sudbourne Road | -0.12152 | 51.45871 | Within | Two way | 194 | 38.6 | 6 | 9.5 |
| ATC | Hayter Road | -0.12134 | 51.45813 | Within | Two way | -109 | -21.8 | -61 | -41.6 |
| Junction | Solon Road | -0.12498 | 51.46023 | Outside | Two way | 41 | 7.1 | 73 | 79.1 |
| Junction | Acre Lane (w) | -0.12568 | 51.45967 | Boundary | Two way | 272 | 1.8 | 129 | 11.1 |
| Junction | Branksome Road | -0.12486 | 51.45885 | Within | Two way | -1236 | -96.5 | 121 | 63.3 |
| Junction | Acre Lane (e) | -0.12407 | 51.45958 | Boundary | Two way | 840 | 5.8 | 122 | 10.4 |
| Junction | Lyham Road (n) | -0.12793 | 51.45549 | Within | Two way | -1512 | -95.1 | 80 | 8.8 |
| Junction | Crescent Lane | -0.12855 | 51.45531 | Within | Two way | -1379 | -75.8 | -30 | -3.5 |
| Junction | Lyham Road (s) | -0.12783 | 51.45485 | Within | Two way | -2487 | -83.5 | 88 | 13.9 |
| Junction | Brixton Hill (n) | -0.12228 | 51.45066 | Boundary | Two way | -582 | -2.9 | 175 | 11.2 |
| Junction | Dumbarton Road | -0.1236 | 51.45037 | Within | Two way | -3011 | -86.5 | 19 | 14.4 |
| Junction | Brixton Hill (s) | -0.12279 | 51.44993 | Boundary | Two way | 141 | 0.7 | 188 | 11.8 |



| | | | | | | | | | |
|----------|--------------------------|----------|----------|----------|---------|-------|-------|-----|------|
| Junction | Brixton Hill (n) | -0.12306 | 51.44964 | Boundary | Two way | 468 | 2.4 | 209 | 13.8 |
| Junction | New Park Road | -0.1239 | 51.44928 | Within | Two way | 562 | 15.4 | 38 | 17.5 |
| Junction | Brixton Hill (s) | -0.12385 | 51.44868 | Boundary | Two way | 1443 | 8.6 | 184 | 14.0 |
| Junction | Brixton Hill | -0.12428 | 51.44608 | Boundary | Two way | 358 | 2.0 | -16 | -1.5 |
| Junction | A205 (w) | -0.12588 | 51.44579 | Boundary | Two way | 3115 | 12.2 | 23 | 6.7 |
| Junction | Streatham Hill | -0.12466 | 51.4443 | Outside | Two way | 915 | 3.6 | -9 | -0.8 |
| Junction | A205 (e) | -0.12291 | 51.44479 | Outside | Two way | 3210 | 12.6 | 44 | 15.0 |
| Junction | New Park Road (n) | -0.12805 | 51.44716 | Within | Two way | -1600 | -32.4 | 103 | 39.6 |
| Junction | A205 (w) | -0.12969 | 51.44727 | Boundary | Two way | 2447 | 9.3 | 10 | 2.8 |
| Junction | New Park Road (s) | -0.12933 | 51.4464 | Outside | Two way | 79 | 2.7 | 100 | 50.6 |
| Junction | A205 (e) | -0.12756 | 51.44652 | Boundary | Two way | 2681 | 10.3 | 18 | 4.7 |



Appendix D – Road works and disruptions

Since the implementation of the trial, there have been 3 key disruptive events requiring road management in the vicinity of the Brixton Hill LTN namely:

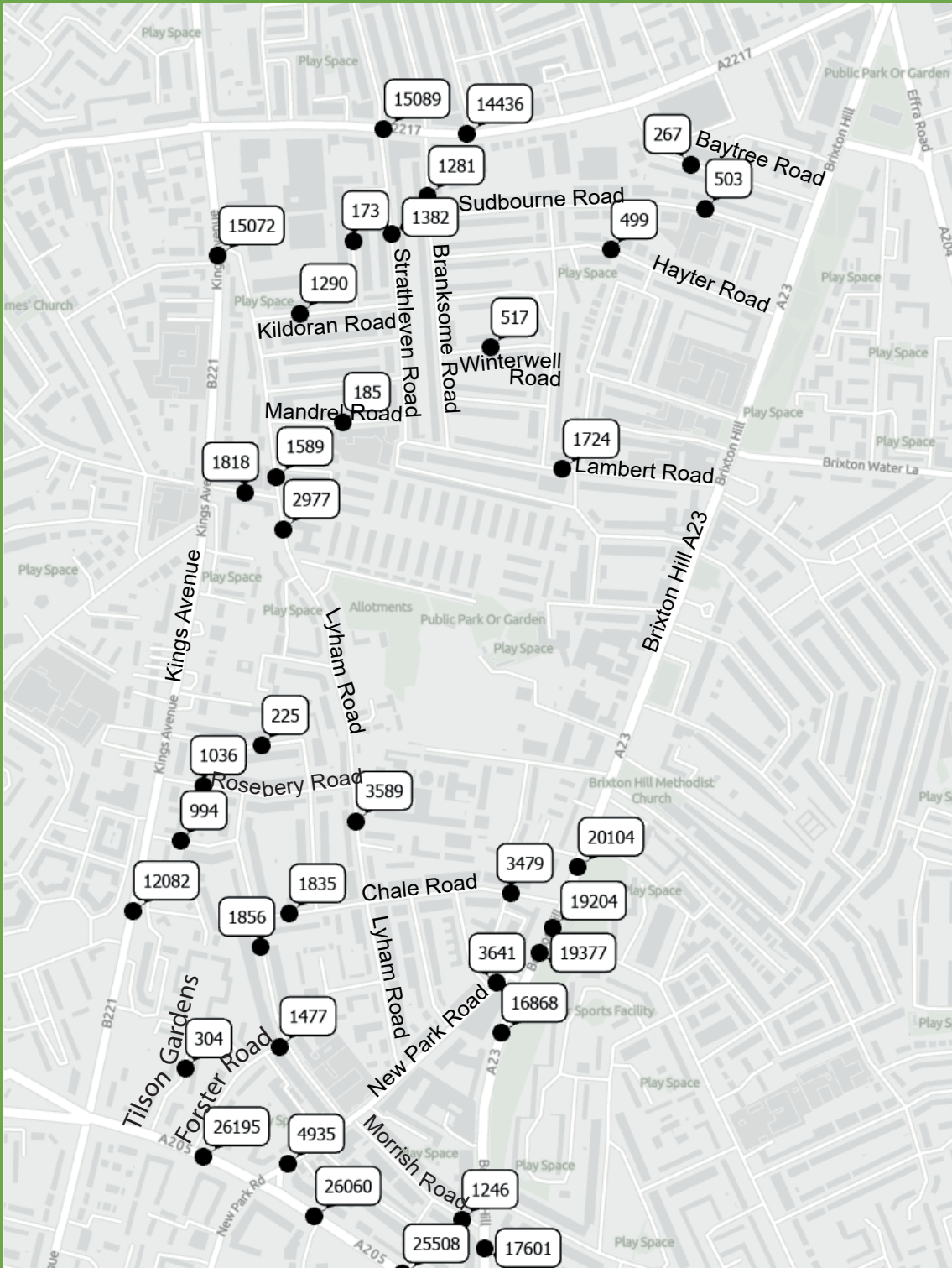
- A23 Brixton Hill water main burst on Saturday 16 September 2023 – the incident had a significant impact on access for local residents and as a result both the Brixton Hill and Tulse Hill Low Traffic Neighbourhoods were suspended for 7 days. The incident had short to medium term impacts on the bedding-in of the trial for local residents and stakeholders, as well as for external stakeholders unfamiliar with the trial launch and temporary suspension
- Kings Avenue Thames Water temporary road works – Between 11 September 2023 and 25 January 2024 Thames Water undertook a mains replacement scheme on Kings Avenue. During this time, works were completed using two-way signals, a site road closure was implemented and a 3.25m running lane was maintained. As a result of the works, capacity was reduced on Kings Avenue resulting in delays in both directions until the end of January 2024
- Olive Morris Development – To facilitate deliveries to/from the development site, loading bays were established at each of Olive Morris House in Sudbourne Road and Hayter Road. Vehicles were not allowed to travel along Sudbourne Road or Hayter Road beyond Beverstone Road to avoid construction related traffic near the entrances of Sudbourne Primary School

The impact of street works during the periods of monitoring have also been considered as part of the analysis of data for this report. See table below:

| Road name | Stage | Baseline 1 dates | TM Details | Works start | time start | Works end | Time end |
|---------------|----------|-------------------------|-----------------|-------------|------------|------------|----------|
| Kings Avenue | Baseline | 29/11/2021 - 08/12/2021 | Two way signals | 06/12/2024 | 10:33 | 06/12/2024 | 14:01 |
| Acre Lane | Baseline | 19/06/2023 - 20/07/2023 | Two way signals | 27/06/2024 | 09:30 | 01/07/2023 | 13:00 |
| Bedford Road | Baseline | 19/06/2023 - 20/07/2023 | Two way signals | 13/07/2023 | 10:30 | 17/07/2023 | 16:24 |
| Glenelg Road | Baseline | 19/06/2023 - 20/07/2023 | Road closure | 21/06/2023 | 22:00 | 22/06/2023 | 05:00 |
| New Park Road | Baseline | 19/06/2023 - 20/07/2023 | Two way signals | 12/07/2023 | 09:31 | 12/07/2023 | 11:29 |
| Acre Lane | Stage 1 | 05/02/24 - 11/02/24 | Contra-Flow | 08/02/2024 | 21:00 | 08/02/2024 | 22:03 |



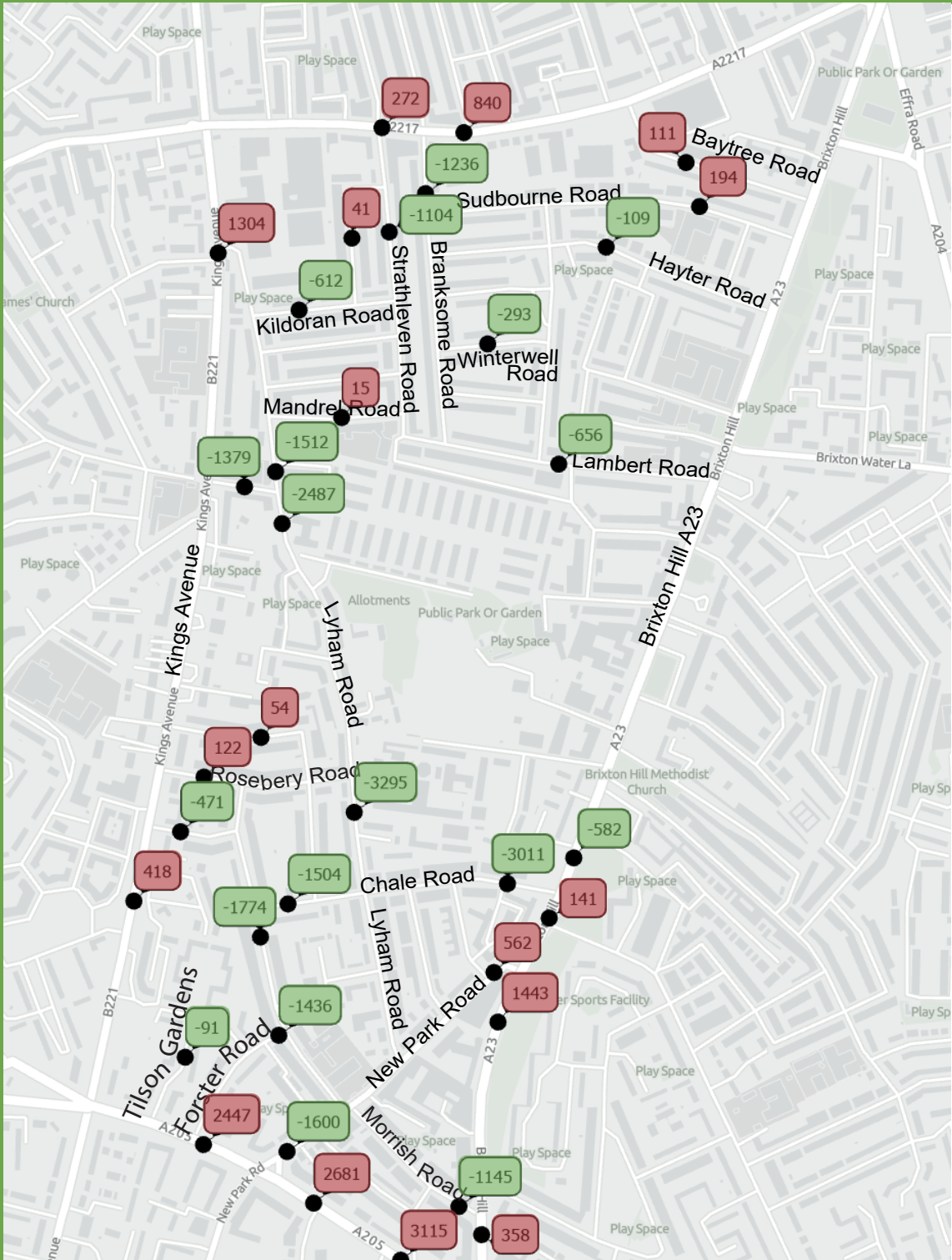
Appendix E - Baseline Average Weekday Motor Vehicle Flow



Appendix F - Stage 1 Absolute Change in Average Weekday Motor Vehicle Flow

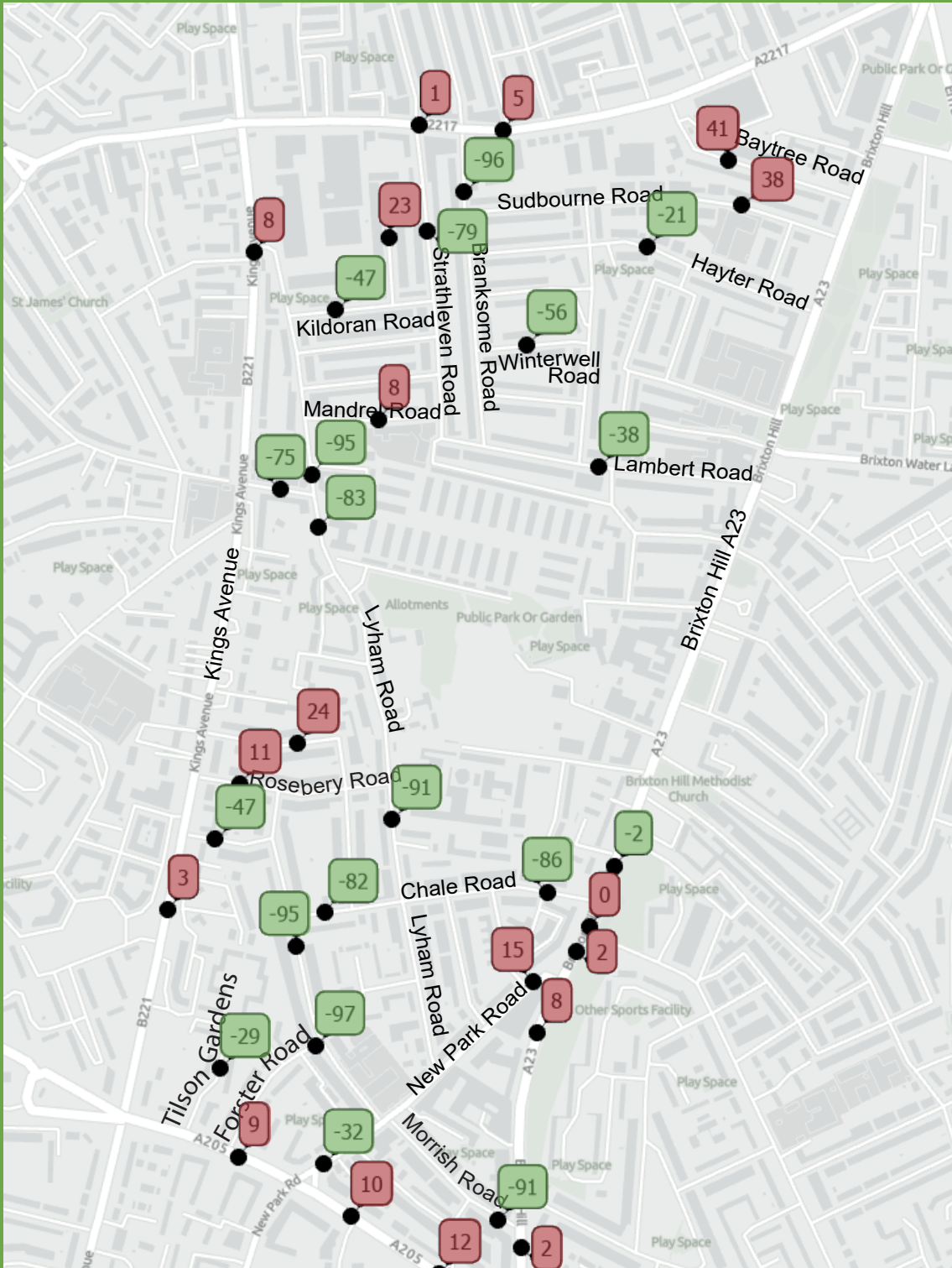
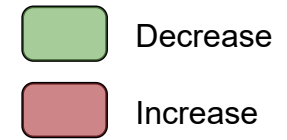
Key:

- Decrease
- Increase

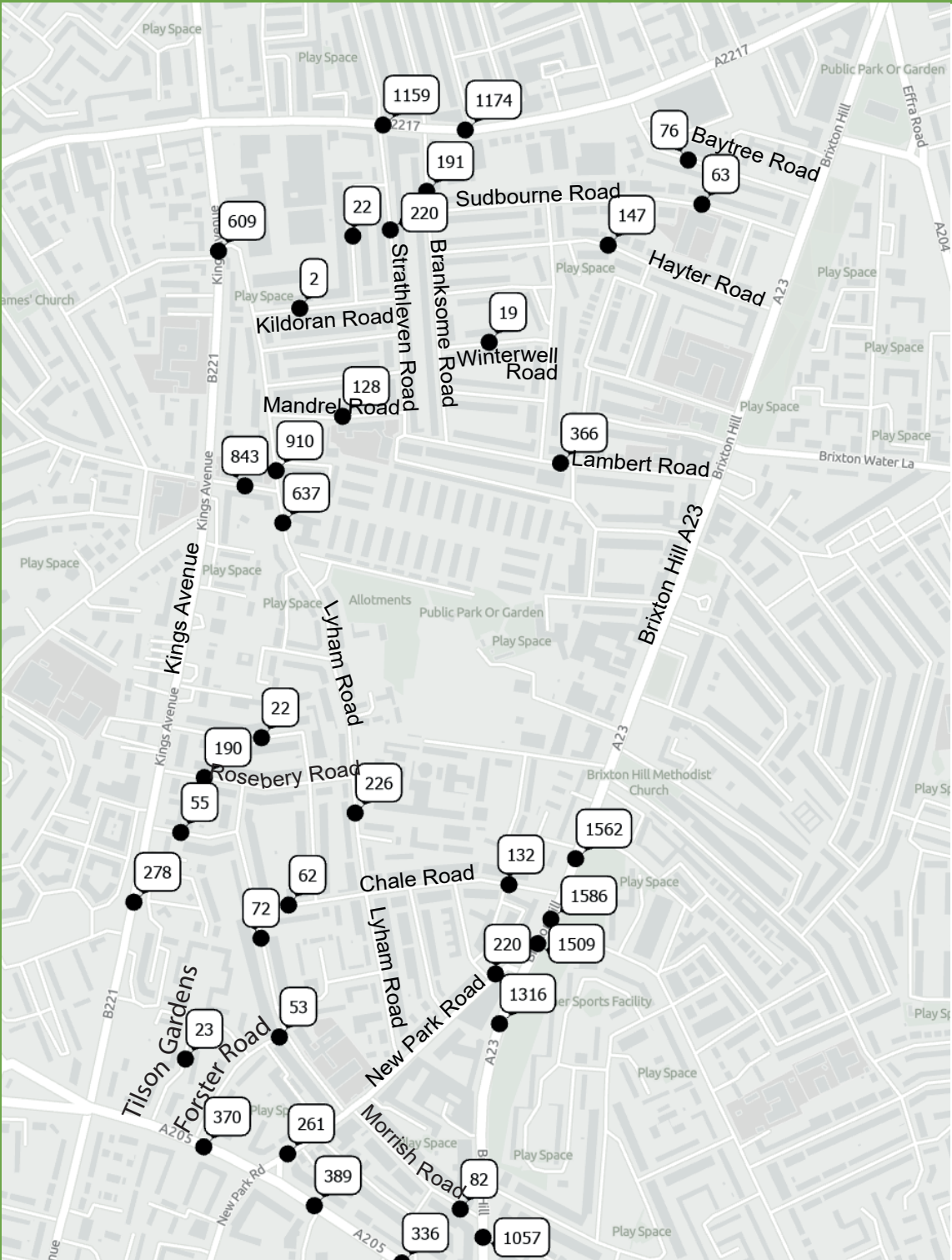


Appendix G - Stage 1 Percentage Change in Average Weekday Motor Vehicle Flow

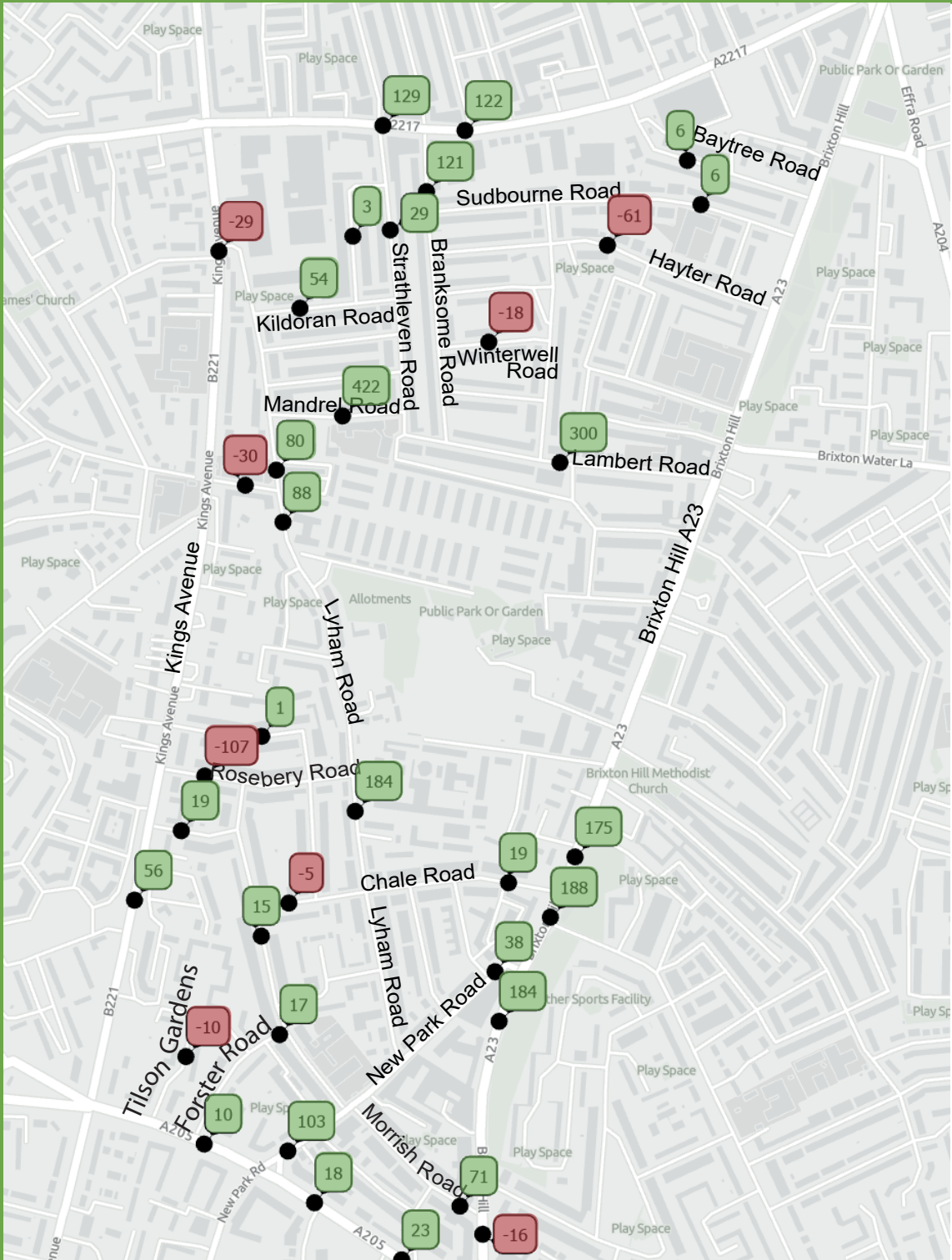
Key:



Appendix H - Baseline Average Weekday Cycle Flow



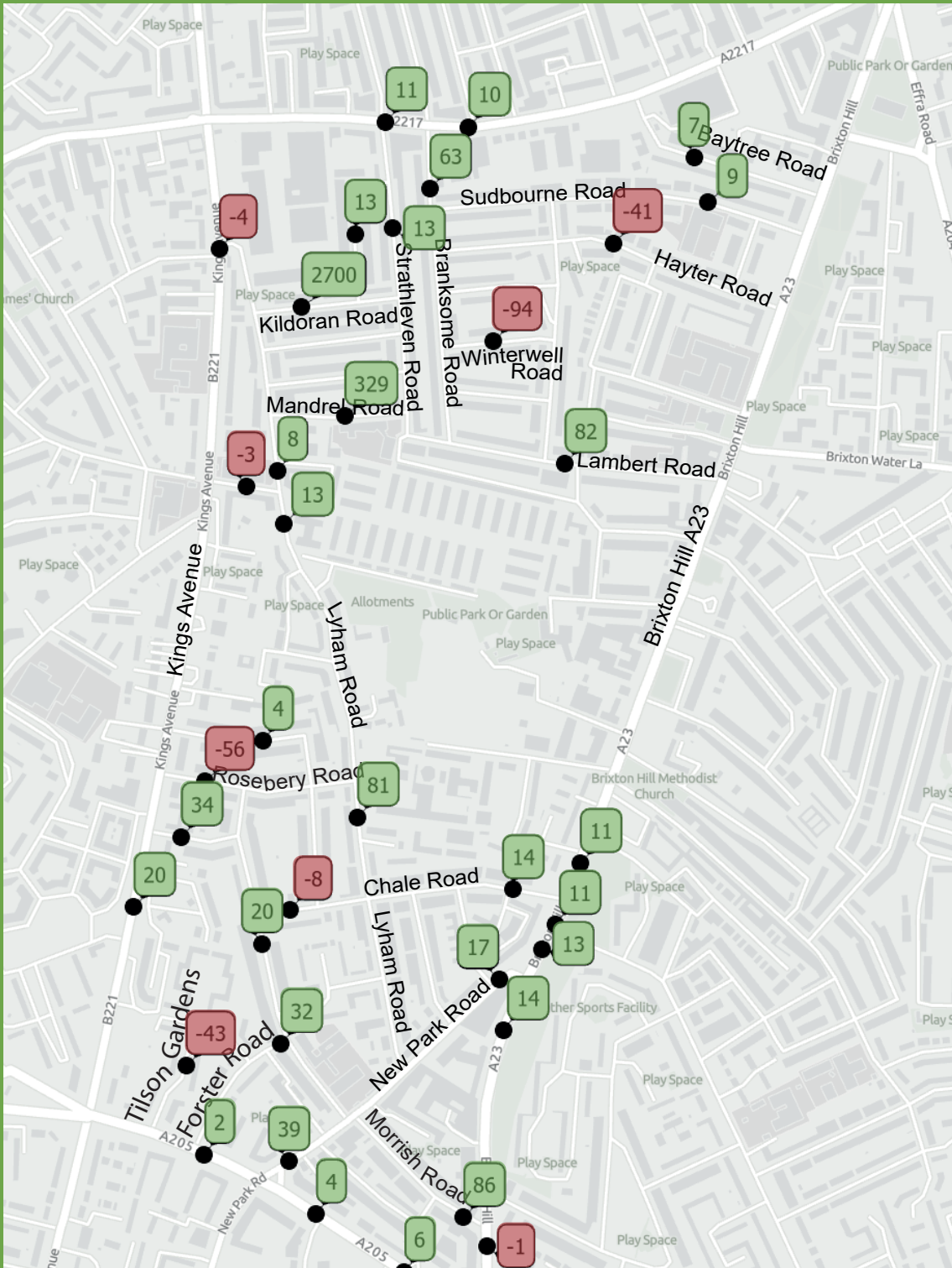
Appendix I - Stage 1 Absolute Change in Average Weekday Cycle Flow



Appendix J - Stage 1 Percentage Change in Average Weekday Cycle Flow

Key:

- Increase
- Decrease



Appendix K - Smart Transport Hub Statement

Smart Transport Hub, commissioned by the London Borough of Lambeth, undertook a comprehensive review of the Brixton Hill Low Traffic Neighbourhood Stage One Monitoring Report in March 2024. Distinguished by our commitment to transport innovation with a people-centric ethos, Smart Transport Hub surpasses conventional consultancy norms. Our holistic approach fosters opportunity creation, ensures seamless scheme implementation, and pioneers AI-driven data monitoring. By empowering decision-making, guiding policy navigation, and enhancing project management, we prioritize societal well-being at every turn.

Our range of solutions includes intelligent hardware and software tailored to monitor traffic, cycling, and pedestrian volumes. Additionally, we offer design services, parking consultancy, and traffic order support to meet diverse project needs.

During the review process, Smart Transport Hub meticulously examined the monitoring data commissioned by Lambeth, scrutinising data inputs and analysis tables. We conducted a thorough verification that the processes of the methodology were carried out correctly, including Excel formulas and data processing to detect any errors leading to inaccuracies in the final report. We are pleased to confirm that Lambeth has duly addressed and corrected the identified errors in the final reports.

It's important to note that neither Smart Transport Hub nor the London Borough of Lambeth can be held accountable for errors originating from third-party data sources unless they have been identified through standard verification procedures.

